(b) Does not arise.

**Renewal of rail track between Shikohabad and Farrukhabad**

1812. SHRI SABIR ALI: Will the Minister of RAILWAYS be pleased to state:

(a) the latest position with regard to the renovation and renewal of the railway track between Shikohabad and Farrukhabad; and

(b) the steps being taken to expedite the work and complete it early?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) and (b) The Track Renewal work for the entire 105.69 km of Shikohabad-Farrukhabad section has been completed.

**Proposals for alternative rail routes**

1813. SHRI SABIR ALI: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the alternative rail routes developed and proposed to be developed;

(b) the purpose of developing alternative rail routes;

(c) whether that purpose is being achieved;

(d) if so, the details thereof and if not, the reasons therefor; and

(e) the details of plans which are being made to achieve the purpose?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI E. AHAMMED) : (a) The Indian Railways is a vast rail network connecting North, South, East and West of the country. To go from the one point of the country to another, a number of alternate routes already exist. For example, the main route connecting North and south of the country is *via* Vijaywada, Kazipet, Ballarshah, Nagpur, Bhopal and Itarsi and the alternate route is *Via* Visakhapatnam, Titlagrh, Raipur to Nagpur. In addition, the Railways have plans to develop Dedicated Freight corridors to provide alternate routes for freight traffic. New routes are developed based on viability, demand, feasibility and operational need.

(b) Primarily to decongest main routes.

(c) to (e) Yes, Sir. The main routes are being decongested due to improved utilization of alternate routes. Capacity augmentation is being done by the Railways both on the main and alternate routes. For example, to improve line capacity on the main routes connecting North and South, various works have been sanctioned which include doubling, 3rd and 4th lines, automatic signalling, grade separator, Intermediate Block Sections, electrification, strengthening of tracks, yard remodelling, crossing stations and additional loops at stations. The capacity on alternate routes is also being augmented. To improve capacity on the alternate north-south route, doubling between Raipur and Titlagarh, third line between Vizianagarm and Kottavalasa and fourth line between Kottavalasa and Simhachalam north sections have been sanctioned.